NOME LEGEND

HUTNOS NORTH

Airports having Control Towers are shown in Blue on others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For explanation of symbols not pictured below, refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. to 8999 ft. in length
- Hard-surfaced runways greater than 8999 ft. or some multiple runways less than 8999 ft.
- Hard-surfaced runways 9000 ft. or greater (some runways approximately 9000 ft.)

All runways are shown to scale and oriented to true north. Closed, and shown for visual identification, airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private (Pvt) - Use public use having restrictions
- Military - Other than hard-surfaced, all military airports are identified by abbreviations AFB, Army, NAS, etc.
- Heliport
- Abandoned - paved runways 3000 ft. or greater
- Abandoned - unpaved runways 3000 ft. or greater
- Unmanned Aerial Vehicle Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Each tick mark represents 24 hour availability of aircraft with hard-surfaced runways greater than 8999 ft.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect air/space use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled (c) fields are shown on sectional charts. Consult Chart Supplement for details.

- Class B Airspace
- Class C Airspace (Mode C Veil) (Class C Airspace)
- Class D Airspace
- Class D Airspace in Alaska is hundreds of feet AGL unless noted otherwise surface up to but not including 14,500 MSL
- Class E Airspace with floor 700 ft. above surface that normally applies in the contiguous U.S.
- Class E Airspace with floor 1200 ft. above surface that normally applies over Class D
- Class E Airspace with floor 1200 ft. or greater above surface that normally applies over Class D
- 2400 MSL / 1200 AGL — Differentiates floors of Class E airspace. Above 14,500 MSL / Above 700 ft. above surface.
- Class E airspace extending upward from a specified altitude (unless designated as shown above) to the overlying or adjacent controlled airspace and Class E Routes are indicated by colored "tick" boundaries. Arrows are shown to show direction of extension.
- 2200 MSL — Base of Class E airspace
- 1200 — Base of Class E airspace
- Prohibited, Restricted and Warning Areas

Dash Area and MOA/ Warning Area boundaries. Dash lines do not extend into Class A, E, D airspace or Class B, C shelves.

- Special Airport Traffic Area. See FAR 93 for details.
- Military Operations Area (MOA)
- Temporary Flight Restrictions
- ADIZ - Air Defense Identification Zone
- DEWIZ - Distant Early Warning Identification Zone
- NTA - Military Training Route

COMMUNICATION BOXES

- 122.8 — CRAIG 6R 347 — 256.8 CAM — Unicom
- 122.8 — KAKE VOR — VOR
- Unattended indicator. Continuous broadcast. Broadcast status. Limited hours. Available continuous on Pt Request. Voice.
- AERONAUTICAL
- Weather Observing
- FSS calls communication
- Hours this box indicates Flight Service Station (FSS). Unless otherwise noted, the FSS will be open hours of many stations FSS's and are not shown above boxes. All other frequencies are shown.
- Remote box. Indicates that the box is remoted to remote site. Only FSS frequencies provided, voice communication may be available at remote site. Consult Chart Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS Outlet, TCA, etc.
- Non-Directional Beacon (NDB)
- NDB - OMNI

OBSTRUCTIONS

Mag. Var. as of 1985

- 1000 ft and higher AGL
- Lighted
- Unlighted
- Group Obstruction
- Wind Turbine Farm
- Height above ground
- Elevation of the highest obstacle
- Height above ground
- Elevation of highest obstacle
- Antenna tower and mast (AGL) (Lighted/Unlighted)
- Group Obstruction
- Wind Turbine
- Height above ground, elevation unverified
- Height above ground, elevation unverified
- Obstruction with overhead wire, cable, highest point
- Overhead wire, cable, highest point
- Navaid Light
- Navaid Light (ASOS/AWOS)
- Spaced Launch Activity Area
- Spaced Launch Safety Area

MISCELLANEOUS

- Aerobatic Practice Area (See Supplement)
- Glider Activity Area
- Hang Glider Activity
- Ultralight Activity
- Unmanned Aircraft Activity
- Parachute Jumping
- Seaplane Base
- Power Transmission Line
- Aqua Cable
- Lookout Tower
- FSS (Flight Service Station)
- Elevation Base of Towers

TOPOGRAPHIC INFORMATION

- Elevation Points
- 7182 Elevation of Peak(s)
- Spot elevations are selected at recommended route or direction of flight and pass elevation. Use with caution. Should not be relied upon for altitude clearance flight conditions may exist which are near mountain passes.

HUTNOS NORTH

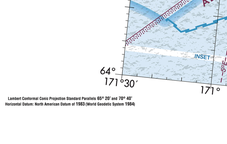
NOME SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SNOM

NSN 7643014130107

HQA 707, NO. SECXXNOME

PP 26078

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately nine minutes of latitude over the north and south sides of each sectional chart. To plot a course line that runs side to side, the user must first locate two pair of points on the north and south sides of the chart that are on the same latitude.

STEP 1 - Draw a horizontal line (MATCH LINE) connecting the two points on the north side of the chart. Do the same on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Measure the distance from the point (POINT A) on the north or destination point closest to the edge of the chart. On that side, line up a blank piece of paper with the edge of the chart and mark the point (MARK A) precisely on the chart, but extending beyond the edge.

STEP 3 - Slide the paper sideways left or right so that the edge of the paper aligns with the point (POINT B) on the south or destination point closest to the edge of the chart. Mark this point (MARK B) on the paper.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE. Label this point (POINT C). (Figure 2)

STEP 5 - Turn the chart over and transfer the end of LINE 2 to the other side, and extend it straight to the MATCH LINE. (Figure 3)

STEP 6 - Take the sheet of paper with MARK A on it and align the edge with POINT C and the point where the MATCH LINE and side edge meet. Draw a line (LINE A) along the bulk of the sheet extending off of the chart. Plot the course (POINT A) to the destination (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Place the paper along LINE A and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 4)

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF), one within each 10' of latitude and longitude. Each set bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning terrain and man-made objects (towers, scaffoldings, including terrain and obstructions (trees, towers, antennas, etc.)

Example: 12,500 feet ..... 12[5]

MILITARY TRAINING ROUTES (MTRs)

IR-R and VR-MTRs as shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted. Low altitude and altitudes are not shown.

Visit www.faa.gov to view Pending IMTR Military Training Routes North and South charts for revised routes.

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
HIGHEST TERRAIN elevation is 5499 feet located at 67° 47'N - 158° 31'W
Spot elevation, ... 4264
Approximate elevation, ... 3900

5499

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Lambert Conformal Conic Projection Standard Parallels 65° 20' and 70° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

LAVRENTIYA/PROVIDENIYA

SCALE 1:1,000,000

AIRPORT DATA

Blue indicates that the airport has a Control Tower. Tower, Ground, Clearance Delivery frequencies are shown in boxes.

Flight Watch (EFAS) 122.0 (Lavrentiya) 122.1 (Provideniya)
CT - 118.3 GND 121.9 ATIS 133.8
ASR 5, 10, 132 nm
RCO - Remote Communications Outlet
ATIS - Automatic Terminal Information Service
AWOS-3 - Automatic Weather Observing System
ASOS - Automatic Surface Weather Observing System
SAWRS - Supplemental Aviation Weather Reporting Station
UNICOM - Nonfederal aviation station
MTR Advisory - VFR Advisory Service shown where full-time ATIS is not available (other than primary FSS frequency).
ARP - Elevation in feet
L - Lighting in operation Sunset to Sunrise
H - Hours of operation are other than daylight hours only
* - Length of longest runway in hundreds of feet.
NOTAM - Notice to Airmen

When information is lacking, the respective character is replaced by a dash. Runway information is not provided for airports that do not represent the longest runway in full length lighting.

NOTE: Manitoba boundary provisionally applied pending formal exchange of instruments of ratification.

NOTE: Limited chart information provided outside of high individual Safer to Dvd (NGA) or foreign charts and aeronautical publications outside U.S. borders.

FAA rules of airline operations by the ANIAK STRAIT area to non-United operations in polar ice regions.

FAA rules of airline operations by the STRAIT area to non-United operations in polar ice regions.

LAVRENTIYA/PROVIDENIYA INSET
See inset chart for additional detail

INSET

NOTE: Limited chart information provided outside of high individual Safer to Dvd (NGA) or foreign charts and aeronautical publications outside U.S. borders.

NOTE: Manitoba boundary provisionally applied pending formal exchange of instruments of ratification.

FAA rules of airline operations by the ANIAK STRAIT area to non-United operations in polar ice regions.

Joins Bethel

Joins Mc Grath

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, towers or obstacles which may be encountered below reasonable and safe altitudes.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

NOTE: Airports outside the U.S. Flight Information Region (FIR) are shown with the standard ◯ symbol.
Only the airport names and ICAO identifiers are shown.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate in the vicinity of airports including obstacles and linear features such as high-voltage powerlines ——— and railroads ———
Check NOTAMs and see AIM for details.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND NORAD PROCEDURES

Aircraft not in contact with ATC should monitor 121.5 MHz and squawk 7500 with a guard frequencies VHF ED.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" 5-6-4 and "AIM" 5-6-5 for more information. If you think that you may be intercept an aircraft and fears are discerned in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and listen to the instruction visual ICAO signals. Be advised that non-compliance may result in the use of force.

For weather camera information visit https://weathercams.faa.gov

Class G Airspace within the United States extends up to 14,499 feet MSL, or just above the altitude of airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

REPORTING CHART ERRORS Information that comes to your attention while using this chart. See frequently asked questions (FAQs) on our website at https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/digital_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4600, Silver Spring, MD 20910-3281.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

CAUTION: Before landing back-wing aircraft on the lands or waters within the boundaries of lands administered by the National Park Service, U.S. Fish and Wildlife Service, or U.S. Forest Service, pilots must contact the managing agencies for any closures that may be in effect. The landing of hang-gliders is prohibited on the lands and waters administered by the National Park Service, U.S. Fish and Wildlife Service, and U.S. Forest Service. Contact information for any portions of these areas contained on this Sectional Chart can be found in the chart margin. For contact information for all those areas in Alaska, see Supplement (AKN) Notices).

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of lands and waters administered by the U.S. Fish and Wildlife Service, U.S. Forest Service, and National Park Service. The Special VFR (SPR) Flight Hour Notice Sensitive Areas," defines the surface as the highest terrain within 2,000 feet laterally of the route of flight or the highest terrain in designated mountainous areas.

Pilots are warned that it is unlawful at any altitude to use an aircraft to harass any wildlife (16 USC 742j-1; 50 CFR Part 18). Harass is defined to mean disturb, worry, molest, rally, concentrate, harry, chase, drive, herd or torment.

Alaska Maritime NWR – Homer, AK – (907) 235-6546
Innoko NWR – McGrath, AK – (907) 524-3251
Kanuti NWR – Fairbanks, AK – (907) 455-1837
Kenai NWR – Kalifornsky, AK – (907) 443-2314
Nowitna NWR – Galena, AK – (907) 656-1231 Kotzebue – (907) 443-2522 (Animal – (907) 644-3626 (Ernet Ranger)
Includes: Arctic National Wildlife Refuge, Cape Krusenstern National Monument, Kobuk Valley National Park, and Bering Land Bridge National Preserve

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, U.S. Forest Service areas.

FOR PROCUREMENT: For digital products, visit https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ or call the National Aeronautical Charting Office at 1-800-638-8972 or http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

NOME

NOME